



SOUTH FOCUS AREA

IMPROVEMENT ACTIONS

NORTH END OF BATTERY ST. TUNNEL TO N. 50TH ST.

The following is an overview of the results of study's accident analysis, contributing factors, and feasible improvement options for the South Focus Area.

ACCIDENTS*

314 total accidents
36% were rear-end accidents
17% were sideswipe accidents

*Accident data was provided by the Washington State Department of Transportation for 1998 through 2000. The numbers reported are for accidents occurring within the high accident corridor.

CONTRIBUTING FACTORS

- The posted speed limit is 40 MPH, but many vehicles exceed this.
- Sight distance is limited northbound of Halladay Street and southbound before Roye Street.
- The Aurora Bridge (George Washington Memorial Bridge) has narrow lanes and sidewalks and does not have a raised median.
- A limited number of pedestrian crossings.
- The curb-lane north bound and south bound from North 38th Street to North 50th Street is narrow and does not provide adequate width for a larger vehicle to safely pass a vehicle parked at the curb.

OTHER ISSUES

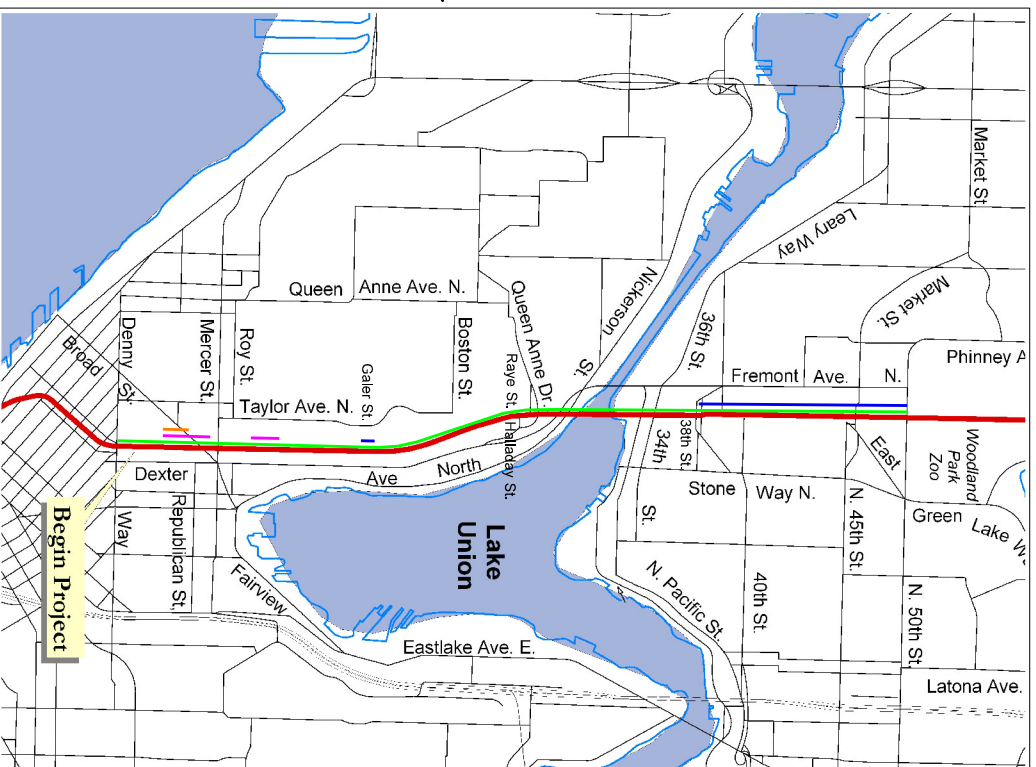
- Restricted mobility for freight trucks and other large vehicles merging northbound on to Aurora between the Aurora Bridge and North 65th Street.
- The King County Traffic Safety Coalition has identified the SR 99 corridor as an alcohol awareness emphasis area due to the high number of alcohol related accidents.

SHORT TERM ACTIONS

- Elimination of parking northbound and southbound between North 38th and North 50th Streets during peak traffic periods to allow for three through lanes in each direction. This will increase the roadway capacity and mitigate sideswipe accidents.
- Construct a pedestrian over crossing at Galer Street.
- Encourage increased enforcement of speed limits.
- Support increased outreach for alcohol awareness.

LONG TERM OPTIONS WITH REDEVELOPMENT

- Potential reconfiguration of the Roye and Halladay Street intersections to improve sight distance and mitigate rear-end accidents.
- Potential raised median, increased lane widths, and pedestrian improvements to the Aurora Bridge to increase capacity and minimize accidents involving vehicles crossing the centerline.
- Potential roadway reconfiguration between North 38th Street and North 39th Street to accommodate truck access to SR 99 northbound.
- Provide a wider sidewalks and planting strips (maximum of 10.5 feet)



LEGEND

- HIGH ACCIDENT LOCATION (HAL)
- HIGH ACCIDENT CORRIDOR (HAC)
- PEDESTRIAN ACCIDENT LOCATION (PAL)
- SHORT TERM IMPROVEMENT ACTION



Washington State
Department of Transportation



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